

## 2006 National Board Results

Written by Emerson Smith

Saturday, 03 February 2007 14:53 - Last Updated Sunday, 25 February 2007 23:20

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The National Board began meeting in Reno, NV on 10 August 2006 to make some important decisions on CAP leadership issues and on issues related to how we operate with our aircraft and ground equipment. Commanders from 52 wings met in this city to make policy decisions and to learn about what each wing is doing in to help us in our missions for America.

### SC Members Receive National Awards

First of all, one of our members, Capt. George W. Summer, won the award as National Communicator of the Year. Capt. Summer has, for years, been the mainstay of our communications program in the SC Wing. He will continue to serve as a model communicator nationwide.

LtCol. Amada Anderson won the Brewer Award. LtCol. Anderson has been very active in CAP, most recently on the region level. She is now the Assistant IG for the South Carolina Wing. She is also the founder of the Lexington Composite Squadron. Welcome back LtCol. Anderson!

### SC Wing Receives Region Award

The SC Wing won the award as the best wing in the Middle East Region (MER) for Disaster Relief.

### Members Attending

SC Wing members attending the meetings included Col. Hartsell Rogers, LtCol. Bill Bell, LtCol. Glen Taylor, LtCol. Amanda Anderson, and Col. Emerson Smith. Also attending was our

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State Director, Mark Rutan, and a good friend of the South Carolina Wing, the MER LG, LtCol. David Friedenbergl.

### New Wing Commanders in Region

Two new MER wing commanders, Col. Jerry Weiss (Maryland) and Col. Eric Litt (Virginia) were welcomed to the Board.

### New National Vice Commander

A new National Vice Commander, BrigGen. Amy Courter, was elected. This is for a one-year term.

### Membership Maintained

Membership in CAP nationally is being maintained at 55,717 members (33,674 seniors and 22,043 cadets). Retention is always an issue. Even though membership stays level, in the last 3-year period, CAP had 56,674 non-renewals. Our membership would have doubled if we had been able to retain these members.

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### Photo IDs

Picture IDs will be issued by mail to those who have 1) ordered and paid for the ID, and 2) uploaded an electronic photo through the NHQ web site's member update link. This ID is optional. You will still receive the traditional member card without your likeness.

### USAF Blue Still Primary Uniform

The USAF blue uniform is the uniform that all members are privileged to wear if they meet both grooming and weight standards. The primary difference between this uniform and the uniform worn by those who are members of the USAF is the gray epaulets worn on the CAP/USAF uniform. The only other difference is in the hat device. It is critical that this uniform be worn correctly.

### Other Optional Uniforms

Those who do not meet the weight standard may wear the latest CAP-distinctive "military-like" corporate uniform with a white shirt, blue pants/skirt and blue double-breasted blue coat. However, you must meet the standard grooming standards to wear this uniform. This uniform was designed so as not to be mistaken for the USAF uniform. Questions still abound as to whether those in this "military-like" uniform should place their hand on their heart when saying the Pledge of Allegiance.

The CAP distinctive blue jacket, white shirt and gray slacks is still an option for those who do not meet the weight standard. Those who do not meet either the weight or grooming standard may wear this sport coat and slacks combination.

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### Health Services

A health services track will soon be available.

### Obesity and Health

There is a concern that with the new CAP-distinctive "military-like" uniform allowed for those who are obese that CAP members will not have an incentive to lose weight or keep their weight down. In the past, the only way that an obese CAP member could wear a military uniform was by losing weight or ignoring the weight standard. Many of those who previously ignored the weight standard and wore the USAF blue uniforms are now wearing the CAP "military-like" uniform.

CAP will be working with new programs to encourage members to eat the right foods, eat less, exercise more, and lose weight so that they can be within CAP weight standards and, if they wish, wear proudly the USAF blue uniform.

### Berets Worn with BDUs

The berets earned by cadets and seniors who are graduates of Hawk Mountain or Blue Beret schools may wear their distinctive caps, patches and medals when wearing BDU and CAP-distinctive utility uniforms. The beret may not be worn with the USAF blues.

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### Senior Flight Encampment

Coming: a powered and glider aircraft encampment for seniors. Ground and flight training will be provided.

### Consolidated Fleet Maintenance

Coming to SCWG: a consolidated fleet maintenance program through National Headquarters (NHQ) that will eliminate all maintenance costs for pilots flying wing aircraft. Fuel cost will still be the pilot's responsibility.

### Course Revisions

New courses in professional development are being prepared for Level 1, SLC, CLC, and other courses.

### Training Funds Increase

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Training funds in 2006-2007 will increase. Initial training funds will be assured for the Cessna 192 G-1000.

### CAP Foundation

A new CAP Foundation has been created to accept funds from any donor. Get a donor in SC to give money to CAP by having the check sent to the CAP Foundation. Your unit's account will be credited with this money. This solves the problem of making sure the donor knows his or her gift is protected as a IRS 501(c)3 organization and is tax deductible to the full extent as allowed by law.

### Consolidated Unit Finance

Wings will act as "bankers", through a consolidated finance program for squadrons and other units. This is to be implemented in SC by October 1, 2006 (see News article below). This makes life as a unit finance officer easier. It will be an inconvenience for everyone to begin with. But a year from now, we'll wonder how we lived without it. We will be looking to the squadrons for suggestions on how to improve the wing as your banker.

### New Aircraft on Order

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By the end of the coming fiscal year, we'll have 27 more new aircraft in the national fleet, bring us up to 97 new aircraft out of 530 in the nation.

### Communications Repeaters

South Carolina will get new communication repeaters by April 2007. Sites need to be prepared. All VHF and FM equipment must be certified as narrowband compliant by 1 January 2008. The USAF is giving CAP \$6.8 million for this conversion.

### USAF Commitment to CAP

The USAF remains committed to CAP. This relationship will only be strengthened in the coming years.

### Safety Still an Issue

Safety problems continue, with aircraft being damaged while being pushed into hangers and with pilots taking off with tow bars attached to the nose gear and cowl covers in place. New tow bars and tail stands are being developed for the Gippsland GA-8.

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Members who are Level 1 only are proportionately most likely to be involved in mishaps when compared to members who have higher levels. This is not an issue of having more accidents because there are more people who have only achieved Level 1. When we control for level, those who have Level 1 are most accident prone. This is because, some suggest, that those who have only Level 1 are less grounded in CAP culture, rules and regulations.